एक छोटी-सी बात की ओर मैं मंत्री महोदय का ध्यान आकर्षित कराना चाहती हूं । ए0सी0 फर्स्ट क्लास और ए0सी0 सैकंड क्लास में एक मेडिकल यूनिट की भी व्यवस्था होनी चाहिये । उसमें इमरजेंसी के लिये एक डाक्टर रखा जा सकता है और उसमें जो आक्सीजन इनटेक है उसको बढ़ाया जाना चाहिये क्योंकि ये जो कम्पार्टमेंट हैं उनमें बहुत सफोकेशन रहता है । इस ओर भी मंत्री महोदय ध्यान देंगे ऐसी मुझे आशा है ।

महोदया, आपने मुझे इतना समय दिया इसके लिये बहुत धन्यवाद ।

THE DEPUTY CHAIRMAN: The House is adjourned till 2-30 for lunch.

The House then adjourned for lunch at thirty-six minutes past one of the clock.

The House reassembled after lunch at thirtyfour minutes past two of the clock, **The Vice-Chairman (Shri Jagesh Desai)** in the Chair.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1988-89

रेल मंत्रालय में उपमंत्री (श्री महाबीर प्रसाद) : श्रीमन् मैं 1988-89 के वर्ष के लिए अनुदानों की मांगों (रेलवे) को दर्शाने वाला एक विवरण (अंग्रेजी तथा हिन्दी में) सभा पटल पर रखता हूं ।

THE BUDGET (RAILWAYS), 1989-90 —Contd.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA): At the outset I would like to thank the hon. Members, who participated in the debate on the Railway Budget. By participating they gave us many valuable suggestions, pointed out some areas of shortfall and, fortunately, also pointed out some areas where we have met with success. All in all, I think the exercise was a very positive one and we will be greatly benefited by th views of the hon. Members.

Sir, the railways in this country are such a vast network that they will quite naturally and undoubtedly affect the vast majority in one way or the other. Therefore, we fully realise the responsibility that devolves on our shoulders. In that we are probably the largest and widest contract point between the Government and the people and, therefore, understanding that responsibility, it will be our effort, as it has been in the past, to continue in the direction of improving the railway system and grappling with the many limitations that are imposed upon us in overcoming them and raising to the expectations of the hon. Members and the people in general.

Sir, keeping in mind the limitations of resources that all the hon. Members are well aware of I would like to express my appreciation to those hon. Members who made a forceful plea to the Planning Commission to increase allocations to the Indian Railways. We do fully realise, however, that the Planning Commission, and the Finance Ministry which in the other House were termed as our "mother-in-law" are doing their best for the "daughter-in-law" and within their own limitations they are eking out whatever is possible for the Railway Plan.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): So you are losing your case.

SHRI MADHAV RAO SCINDIA: I am not. What I am trying to do is to strengthen my case by appreciating the role played by the hon. Members yet trying to voice a very sympathetic note of understanding as far as Planning Commission is concerned to pave the way hopefully for a brighter future.

DR. BAPU KALDATE (Maharashtra): Trying to be polite?

SHRI MADHAV RAO SCINDIA: Not only polite, it is a long-term planning. Ultimately, Bapu Saheb, it is not with you that we have to deal with but it is with those "mothers-in-law".

Sir, within the limitations of the resources, we undoubtedly have to priorities. It is not possible to satisfy every head of fund it adequately in the Railway Plan nor is it possible to satisfy the requirements, the justified requirements of each and every area in the country. Basically Railways are an operational Ministry and our objectives are two-fold. to ensure the smooth flow of the largest amount of traffic both freight and passengers and to provide for bulk movement of freight and for the largest possible movement of passengers specially for the middle and lower income groups who have no real alternative means of transport over long distances in this country. Therefore keeping those twin objectives in mind, we determine what investment is required to ensure smooth operation of the railway system to meet those two objectives. Therefore, I think that the railways must be looked at from a global angle. When I talk of global here I mean an All India angle as opposed to merely the angle or the point of view of a particular State. At the same time I fully understand myself have the privilege of being a representative of the people the pressures that mount on the hon. Members of Parliament and I can understand the compulsions that make them exert for particular areas or for particular States in the House. But overall, I would always request the hon. Members to keep the global view in mind, the global perspective in mind more than the State perspective or the regional perspective in mind. (*Interruptions*) I did elaborate on this. I said, when I say global, I am talking of All India and we do use the term global for it. To me, it means all India and I said it before. (*Interruption*) Sir, within the railway exercise, it is also our effort to make maximum use of the system as it exists today and I am grateful to the hon. Members, both from the opposition benches and from the Treasury benches, who have appreciated efforts in many areas. Mr. Parvathaneni Upendra, Mirza Irshadbaig, Mr. S. N. Deshmukh, all of them brought up certain areas where the railway family has managed to make some major breakthrough. Sir, as far as utilisation of the system is concerned, I will not go into details there because everyone knows, I have mentioned in my Budget speech too, and I have often repeated in response to supplementaries where the freight traffic has increased tremendously, where the operational indices, the efficiency indices, the efficiency indicators have all shown a very positive trend. I will just mention that the best efficiency indicator of utilisation of capacity as fas as freight is concerned is net tonne killometres per wagon per day and we are expecting to increase the N.T. kms. per wagon per day between the first year of the Seventh Plan and the terminal year of the Seventh Plan, that is 1990 in these five years, the increase registered will be in the region of 325 N.T kms per wagon per day which is equivalent to the entire increase in the previous 29 years put together So, that is the indication of the effort that has been put in by the Railway officers and by the staff of the Indian Railways from the seniormost to the juniormost and I think

that whilst welcoming your constructive criticism, let that no brust away the tremendoum effort that has been put in by thousands of railwaymen all over the country in an effort to improve railway services. Sir, we have tried to ensure that in th ecourse of our duties and in the fulfilment of our objectives, we do not remain a burden on the General Exchequer and on the general finance and because of that, in the last four years, we have successively and successfully produced a Budget which has ended in a surplus, however small, but in a surplus. We have tried to ensure the financial viability of the system. It is very easy to criticise the freight increases. Some hon. Members specially Members of the Opposition mentioned that this would have a very great effect on the inflationary process and on prices in general. But one also has to see the other side of the coin as to how else we can manage to keep the Indian Railways financially viable. I can understand if the total rise in the input cost had been transferred wholesale to the rail-user without any obsorption through increased efficiency. But this is not the case because the input costs have gone up in the last four years at the rate of 13 per cent and fare and freight rates have gone up at the rate of eight per cent. That five per cent gap means, 38 per cent of the rise in input costs has been absorbed by improved productivity. Our man-power productivy has gone up by 22 per cent. The NTKMS, as I just now mentioend, has soared. So we have absorbed as much as 38 per cent of the total rise in input costs. But a certain amount is bound to be transferred to the rail-user. Now, we had three alternatives before us. The first alternative was to ensure the financial viability of the Indian Railways by producing a small surplus. And that, of course, meant a rise in either freight rates or passenger rates. The second alternative was to default in dividend not to pay our dividend of Rs. 805 crores to the Finance Minister and not to raise the freight or passenger rates and thereby getting by as a defaulting organisation. And the third alternative was to restrict our plan. Instead of having a plan of Rs. 4450 crores—in fact, we wanted to have even a larger plan—to have a smaller plan which would have, of course, meant smaller allocations all around. We felt that the second alternative of defaulting in payment of dividend would not be the correct alternative and it would not be in the long-term interests of the Indian Railways in particular and the country in general. We talked of the inflationary aspects. We have made our own calculations within the Railway Ministry. According to our calculations, the rise in freight rates will affect the wholesales price index to the extent of 0.3 per cent only and if you take into account the entire cascading effect of the indirect effects, it comes to about 0.54 per cent. Now, take the second alternative. If we had defaulted in dividend, if we had not paid or made provisions to pay Rs. 805 crores to the exchequer, what would have been the situation? It would have meant that Mr. Chavan's deficit would have gone up by Rs. 805 crores in all probability unless he found some other ways of financing. In all probability, it would have meant adding to the deficit financing in the General Budget. And every economic expert will tell you that the higher impact as far as inflation is concerned, is from deficit financing, increase in deficit financing. Therefore, we have chosen a lesser evil and tried to keep ourselves financially viable and at the same time, restrict the effect on the wholesale price index to a marginal 0.3 per cent. The third alternative, of course, would have been a smalled plan where the hon. Members of the Opposition would not have criticised us for freight increase. But, at the same time, they would have run riot as far as allocations to plan heads were concerned. Again, apart from that, it is not really in the long-term interests of the railway system because every organisation in the Railways which is geared up for a greater effort would have to be wound down again. And therefore, we chose what we call the harsh option. We abandoned the soft

[Shri Madhavrao Scindia]

options and those the hard option. We decided to face realities and recommended an increase in freight rates. There again, some hon. Members of the Opposition have tried to say that since this is the election year and since goods and parcels do not vote, we have burdened the goods aspect fully and given complete relief to the passengers not because of our love for passengers but because of the election year. This also, I think, is totally, grossly, untrue and grossly unfair, because, after all, one has to see the railway system as a continuing system, not year by year. It is a system which has been going for the last many, many years. Certainly one should look at the last four to five years. Last year we had increased passenger tariff and, therefore, this year it was the turn of freight. If you remember, in 1987-88 we had not increased freight; in 1988-89 we have increased freight rates by only 6 per cent. And if you take into account all the commodities that have been exempted, the total increase in freight comes to a mere 4.8 per cent. Therefore, it happens to be the turn of freight this year, and it was not that we had elections in mind. If we had elections in mind, we could have chosen the soft option; we could have defaulted on dividend and the inflationary effects would have taken place after 7 to 8 months, with a time-lag of 7 to 8 months, and we could have said to ourselves, all right, elections will be over by that time and we will then handle the inflation after the elections are over, let the elections be over first. But we have not chosen the soft option. We have chosen the hard option. And that fact should be appreciated by the honourable Members who have criticised us on this count. I would also like to mention, if you look at the financial performance of the Indian Railways, you will always have to keep in mind the very major social burdens that we are carring. The social obligations that we are carrying out on behalf of the Government cost us as much as Rs. 1700 crores, just by way of social obligations, subsides to commodities, certain commodities of export like iron ore, special rates for them, special rates for movement of essential commodities, subsidies on certain passenger tariffs. All in all, the entire bill on all these comes to about Rs. 1700 crores. I am very fortunate in having the assistance of many railway pundits sitting in this House. Mr. Upendra is always quick to point out that our operating ratio is 92 per cent or 93 per cent and it is not very healthy. But I would request him, if he wants to make an economic analysis or a financial analysis of the railway working and when he wants to make a commercial judgement, then he must give us credit for these Rs. 1700 crores because if we had been a commercial organisation, we we would not have allowed the situation to exist. We are not a commercial organisation. We are also part of the Government and, therefore, we have fulfilled some of the obligations of the Government towards the people of this country. But if you want to look at it as a commercial organisation, then give us credit for these Rs. 1700 crores. But I would like to point out that abroad too the railways do carry social burdens and do carry out social obligations on the part of the Government. But just to quote a few examples, British Rail is reimursed to the extent of 700 million pounds by the British Government for the social obligations that it carries, which is Rs. 1800 crores. West German Railway is reimbursed to the extent of 13,600 million DMS which is the equivalent of Rs. 10,000 crores, for the social obligations that it is carrying. French Railway is reimbursed to the extent of 8,000 crores and the Japanese Railway to the extent of 2,500 crores. So, when you discuss the operating ratio, this aspect must not be lost sight of, and if you give us credit for these Rs. 1700 crores, our operational ratio drops drastically to about 78 per cent, if I am not wrong; I stand to be corrected by a few decimal points here and there, a few percentage points here and there; it is about 78 or 79 per cent which, incidentally I yould like to point out, is far better than what was being done 11 or 12 years ago when Mr. Upendra had a very close association with the Railway Ministry..

SHRI PARVATHANENI UPENDRA (Andhra Pradesh): I was advocating non-payment of divided. You are not referring to that. Don't pay dividend. Why should you tax the rail users and then pay dividend?

SHRI MADHAV RAO SCINDIA: I was coming to that. I thought I would end on a note of appreciation so that I would not leave you with any bitter memories but sweet taste in the mouth. So I was saying if you give us credit for the amount of Rs. 1700 crores, our return on the investment comes not just to about 5.5 or 6%, but comes to a healthy 18.8%, which is every healthy on any commercial considerations. So, I would like the honourable Members to kindly keep this in mind. The honourable Members, Shri Upendra, has made a very pertinent point. Since I am in a way part of the Government and the Railway Ministry is a part of the Government, I would not like really to comment or elaborate on that further except to say that it was a very pertinent point and a very positive point that he made and it is a point which is worthy of a deeper study and much greater consideration.

Sir, in our priorities, we have tried to ensure that the three or four years, where greater attention has been given in the last three or four areas is still properly catered to. The first area, of course, was the area of track renewal where we spent about 20 per cent of our total Plan budget. Our aim was to renew approximately 19,000 to 21,000 kms. of track in the Seventh Plan with a view to wiping out the entire backlog of track renewal by 1995. This was in accordance with the earlier programme and I expect to do about 19,300 or 19,400 kms. by the end of the terminal year of the Plan. We are also tring to ensure that the same priority as far as investment in this area is concerned continues to be given.

In rolling stock too, Sir, we have maintained our allocation at, I think, approximately over 30 per cent and we are also making new investments in our production units and trying to ensure that their capacity is increased well in time so as to meet the demands of the Eighth Plan. The capacity of the Chittaranjan Locomotive Works is being increased from 100 to 120 locos at an estimated cost of Rs. 22½ crores. The Diesel Loco Works capacity is also being increased by ten locos per year at a cost of 19½ crores and the production at the Wheel and Axle Plant at Bangalore is going to be increased from 70,000 to 85,000 whell sets per year at an estimated cost of about Rs. 32 crores a year. The Rail Coach Factory at Kapurthala is going to produce 120 coaches in 1988-89 and 300 coaches in 1988-89 and 300 coaches in 1989-90 and all our ineffective percentages have improved tremendously, some by as much as 20 per cent and some by as much as 25 per cent. In our workershop modernization, the first phase was completed a few years ago and covered four maintenance workshops and one production unit—Matunga, Kanchrapara, Kharagpur, Lower Parel and CLW. The total investment is Rs. 68 crores. In the second phase, we will be covering six maintenance workshops and one production unit: These are ICF, Liluah, Golden Rock, Parel, Kharangpur, Ajmer and Jagadhri, and this is estimated to cost Rs. 186 crores and the project is likely to be completed near about March 1990.

Two more projects for the modernisation of Jamalpur Workshop on the Eastern Railway and the Perambur Workshop on the Southern Railway have been proposed for the next year's budget at an estimated cost of Rs. 65 crores and Rs. 56 crores respectively.

SHRI PARVATHANENI UPENDRA: What about Lallaguda?

SHRI MADHAV RAO SCINDIA: I will answer all the individual suggestions later after I have got information on them.

Sir, as far as electrification is concerned, we have continued our pace of electrification. This year we have electrified something like 680 route-kilometres and next year it will be about 750 routekilometres or so, if I remember right, and full priority is being given to the electrification programmes.

There were some recommendations of the Raj Committee too and out of the nine recommendations, six have been implemented and we are in the process of implementing some of the others as well.

Sir, I am happy to say that, as a result of greater investment in priority areas, our accident rate has registered a steep decline. In the last three years the incidence of 3.00 P.M. accidents per million train kilometer has come down by as much as 32 cent, and this year also in the first ten months as compared to ten months last year they have shown a marked improvement by 11 or 12 per cent. I would not like the House to misinterpret my quoting statistics as a sign of complacency. That certainly is not there. Neither is it a sign of satisfaction.

Even when there is one accident on the Indian Railways we will remain dissatisfied. But I thought I would just put the record straight that strides have been made in that area of work also. It will be our effort to continue that the progress made in the area of rail safety and to ensure that this progress is maintained in the future also.

I would like to mention to the hon. Members that out of the accidents that took place the number of accidents which resulted in passenger fatalties on the Indian Railways in 1986-87 was only 15. And in 1987-88 this dropped to 10. In 1988-89, April to February, there have only been 7 accidents which have resulted in fatalties. So I feel that there is quite a lot of progress in this, but we will never consider the progress in this as sufficient. It will be our constant endeavour to keep on trying to improve in this area.

Level crossing accidents have also come down and public awareness has been created as far as unmanned level crossings are concerned. Our level crossing accidents are very, very favourable when compared to other countries, developed countries. In India the level crossing accidents ranged between 62 and 65 in the last three or four years. In Japan, in 1983-84 there was a total of 651 level crossing accidents against our 64 or 65. In the USA it was 6562. And in France it was 318. Efforts will continue in this regard, too.

Sir, we have tried to improve on train punctuality. I am happy to report that during February 1989 the punctuality of mail and express trains is 89 per cent, which is the highest for that month in the last four years, and the cumulative percentage up to February in the current financial year is 86.3 per cent, which also happens to be the best. Of course, we must improve upon this also. But here we do appeal to the travelling public and to hon. Members of Parliament and to all political parties to help us and cooperate with us in improving the punctuality record of the Indian Railways.

Sir, you will be surprised to know that hose-pipe disconnections and alarm-chain pulling causes as much as 9 per cent damage to our puctuality record, and agitations and bandhs contribute 11 per cent. So between hose-pipe disconnections and alarm-chain pullings it affects our punctuality by as much as 20 per cent. We found that immediately after the elections there was a steep fall in the graph of agitations and bandhs and

rail **rokos**. But it is not just coincidence, I think, that as we approach the elections, this graph is also registering a very, very sharp rise. Many of these agitations and **bandhs** have nothing to do with the Indian Railways. There was a **bandh** a year and a half or two years back in Allahabad because the District Magistrate had been transferred. Therefore, every one sat on the track to stop our trains. Such things have nothing to do with the Indian Railways. I would request the hon. Members to try and persuade their followers or their political parties to try to desist from rail **rokos** and **bandhs**. Of course, the most unfortunate aspect of these agitations is that sometimes railwaymen become victims of violence in the course of their duties. By way of example, one railway employee in Assam was recently kidnapped and killed by the extremists in the course of Bodo agitation. I am sure the House joins me in expressing its deepest sympathies to the bereaved family. There are countless others like him. I must, as the Railway Minister, express on my own behalf, on behalf of my Deputy Minister and on behalf of the railway officers and the entire railway family, our deepest condolences and our deepest sympathies to such families and our greatest appreciation for the efforts they are putting in in most trying circumstances, sometimes in the North East, sometimes in Punjab and sometimes elsewhere. I would just like to assure the House that the Railway Administration is determined to stand by the family of such an employee in the time of its need and we would not spare any efforts to give the maximum amount of relief. No adequate compensation is possible for a life lost. But we will try to do whatever is possible. I would like to inform the hon. House that the Railway Administration, in this particular case, has decided to give to the widow of Shri Kalita a family pension equal to the full salary drawn by Shri Kalita instead of the normal family pension which would have been much less. She has also been offered employment in the Railways and will get out-of-turn allotment of railway accommodation, apart from **ex-gratia** and other compensation. I would like to assure the House that a similar procedure will be followed whenever such tragic incidents take place affecting our railwaymen throughout the length and breadth of this country.

Sir, as far as passenger amenities are concerned, I have dwelt at length with railway computerisation and with other aspects where we are trying to make improvements in my budget speech and so I will not take the time of the House.

I would just like to express my appreciation to the Northern Railway for the efforts they put in as far as the Kumbh Mela is concerned. About 2000 coaches were commandeered and by and large the arrangements went off very smoothly for the inflow and outflow of pilgrims to the Kumbh Mela. I would like to inform the House that special interest was taken by our hon. Deputy Minister in the Allahabad arrangements. He made several trips to Allahabad and tried to ensure that everything worked smoothly and no one was inconvenienced.

Sir, I have also tried to emphasise in my budget speech the interest that we are taking in ensuring that railway families also experience the general well being on the Indian Railways. We are making increased allotments to staff quarters. Already as much as 32 per cent and 46 per cent of Group C and Group D staff have housing which is very large when compared to other similar organisations.

Apart from that, a number of suggestions were made for individual railway lines and for stations. A number of other suggestions also came up. I would look into all the points that have been made by the hon. Members and we will certainly give them our very deep consideration.

[Shri Madhavrao Scindia]

The Calcutta Railway Project also in now progressing very satisfactorily. But unfortunately there has been some delay in the handing over of plots. There was some delay in the circular railway too. There is still some delay in the Calcutta Metro Project. We have given a commitment to the House that as far as we are concerned, the moment we get the land or the plot, we will complete the project within 33 to 36 months. This project will not suffer due to lack of allocation. But there is no point in giving more allocation when it is not going to be used. So, we would like to have the land first. I would also like to assure the House that Calcutta Metro has been given total priority in our urban transport projects. Hon. Members from the CPM always seem to be critical as far as this is concerned saying that we do not give an allocation. In fact, in the years from 1977 to 1979 when they had a very, very strong influence in the Centre, only Rs. 40 crores were allotted in those three years.... (*Interruptions*) Now we are allotting every year between Rs. 79 and Rs. 84 crores. So, all I want to say.... (*Interruptions*)

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Don't disturb him.

SHRI MADHAV RAO SCINDIA: is that this Government gives the highest priority to the requirements of Calcutta, and our allocations will be adequate.
(*Interruptions*)

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: Mr. Vice-Chairman, Sir, as far as Madras scheme is concerned, land is available but the Government is not expediting the work. At the same time land is not ready in Calcutta but the Government is taking..

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): The same things for Bombay also.

SHRI T. R. BALU (Tamil Nadu): The Minister should give a specific reply. He should give a reply about He should give a reply about MRTS, Madras.

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: Land is available.. ..

PROF. SOURENDRA BHATTACHARJEE (West Bengal): Calcutta is an on-going project....

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: You are not allotting the money.

(Interruptions)

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): He is trying to help everbody.

SHRI MADHAV RAO SCINDIA: Sir, I am glad Mr. Aruna gave me a chance to touch upon this subject, I have time and time again repeatedly said this that the urban transport project... (*Interruptions*)... and the metropolitan transport project .. .... (*Interruptions*)

THE VICE CHAIRMAN (SHRI JAGESH DESAI): Please listen to him.

SHRI MADHAV RAO SCINDIA: .. are highly capital intensive and, therefore, the investment required is phenomenal. And it is not possible for one single agency to take up this responsibility. I have said this time and time again that we must employ a joint, consortium approach to this. Of course the Indian Railways is not the nodal Ministry. This comes under the Urban Development Ministry. It is between the Urban Development Ministry and the Planning Commission. But still we are a part of the same Government and also ultimately the implementing responsibility is given to us. Therefore, I am not trying to

shirk that responsibility. But this being so capital intensive, it is high time that we showed a more positive stance here and adopted a consortium and joint approach so that we could speedily try and at least expedite some of these projects. I have used fairly strong language in my Budget Speech, if you were to read between the words, that this is an area where I am very, very apprehensive, and I feel that unless this joint approach is adopted—In fact, I have used these words—this problem will overtake and overwhelm us. I don't think I could have used a stronger language. I am also extremely worried about it. Everyone is worried about it. But I think that the States must also come forward and the Ministry of Surface Transport and the Ministry of Urban Development. The Planning Commission, of course, is an overall co-ordinating, sanctioning authority. And we are also prepared to play our part in the exercise. But let us all come together..

SHRI PARVATHANENI UPENDRA: But somebody has to co-ordinate and take the initiative. You are abdicating your responsibility....

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): No, no. He is explaining.

SHRI PARVATHANENI UPENDRA You take the lead. You have to co-ordinate.

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: The question of co-ordination does not arise at this stage....

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Please sit down.

SHRI MADHAV RAO SCINDIA: I would again like to thank the hon. Members who made very valuable contribution—Mr. Deshmukh, Mr. Vikal, Mrs. Suryakanta Patil, Dr. Pandey, Mr. Upendra, Mirzaji, Mr. Sesi Bhushan Rao. Unfortunately, the debate was taking place both in the Lok Sabha and the Rajya Sabha at the same time. So, we had to divide amongst ourselves. But I was fortunate to be present to hear some of these speeches. I would like to thank them for the encouragement—Mr. Jadhav also that they gave us. They did also in their speechs while making very, very strong demands for their areas—quite rightly so—evince a great understanding of our limitations. Within those limitations, I would like to assure you that we will try to fulfil the expectations of the hon. Members. And I would like to thank them for the co-operation and the advice that we have always received from them. And I am sure that with this continuing help and co-operation we will certainly play a leading role in national development which is what is expected of us. Thank you very much.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): No sweet announcement? (*Interruptions*) what about something which I told you in your ears, Mr. Scindia?

SHRI MADHAV RAO SCINDIA: I will answer you in the ear only.

SHRI PARVATHANENI UPENDRA: Not a single positive announcement has been made. We expected something ...

SHRI E. BALANANDAN (Kerala): No concession has been announced.

SHRI MOTURU HANUMANTHA RAO (Andhra Pradesh): Mr. Vice-Chairman, Sir, one clarification I want to ask. So far as the food arrangements on the railways are concerned, the passengers are suffering very much, because it is very costly and apart from that less food is given now and that too in tin plates and trays are not supplied and spoons are not supplied. Unless the supply of these things is made compulsory to mix up the food, it is very difficult. (*Interruptions*).

SHRI MADHAV RAO SCINDIA: Sir, you also whispered it in my ear. I will certainly look into it.

SHRI T. R. BALU: Sir, the MRTS has been estimated to cost Rs. 105.59 crores and so far they have spent Rs. 33 crores and the balance work to be done is of the order of Rs. 73 crores, but the work has to be completed before 1990. But the allotment made in this year's budget is Rs. 9.85 crores. So, I want to know whether it can be completed within the target time.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): If you want to answer, do it. Otherwise, you can write to him. (*Interruptions*).

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: Sir, our Minister is always positive, but our Chair is unfortunately misdirecting.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): I said, if you want to answer, you may do so; otherwise you can write to him.

SHRI RAM AWADHESH SINGH (Bihar): Sir, one. .

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): Only a brief and pointed question.

श्री राम अवधेश सिंह : मै भी एक स्पष्टीकरण चहता हूं ।

श्री हरि सिंह (उत्तर प्रदेश) : मेरा भी एक स्पष्टीकरण है ।

उपसभाध्यक्ष (श्री जगेश देसाई) : राम अवधेश सिंह जी, आप पूछिये क्वांइटेड क्वेश्चन ।

श्री राम अवधेश सिंह : मान्यवर, भारत सरकार बिहार के साथ सरेआम बेईमानी करती है । लेकिन. . .

उपसभाध्यक्ष (श्री जगेश देसाई) : आप गलत फायदा उठाते हैं । आप क्वांइटेड क्वेश्चन पूछिये ।

श्री राम अवधेश सिंह : क्वांइटेड क्वेश्चन कर रहा हूं । रेल मंत्रालय. . .) (**व्यवधान**) . . . .

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): If it is unparliamentary, it will not go on record.

श्री राम अवधेश सिंह : बेईमानी करती है ।

उपसभाध्यक्ष (श्री जगेश देसाई) : यह ठीक नहीं है ।

श्री राम अवधेश सिंह : भारत सरकार बिहार के प्रति करती है । मान्यवर, मैं यह पूछना चाहता हूं कि . . . (**व्यवधान**) . . . बिहार में कई रेलवे परियोजनायें कितने ही दिनों से चल रही हैं लेकिन वे पूरी नहीं हो रही हैं । मैं जानना चाहता हूं कि क्या रेल मंत्री जी उनकी ओर विशेष ध्यान देकर उनको लिमिटेड समय में पूरा करेंगे ?

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): He is not responding.

श्री राम चन्द्र विकल (उत्तर प्रदेश) : एक प्रश्न मेरा भी है । छोटा सा है ।

उपसभाध्यक्ष (श्री जगेश देसाई) : सब को समय नही मिल सकता है ।

श्री राम चन्द्र विकल : मैं यह जानना चाहता हूं कि यह जो शताब्दी एक्स्प्रेस आपने कानपुर तक चलाई है उसको इलाहाबाद तक ले जायेंगे या नहीं, यह मेरा एक छोटा सा सवाल है ?

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): He is not responding. He has to think over that.

श्री हरि सिंह : मान्यवर, मेरा भी एक स्पष्टीकरण है ।

उपसभाध्यक्ष (श्री जगेश देसाई) : सब को कैसे मौका दे सकते हैं । No, no, we cannot allow everybody

श्री हरि सिंह : रेलवे बजट पर मेरा भाषण भी नहीं हुआ। क्या मुझे कोई अवसर नहीं देंगे ?

उपसभाध्यक्ष (श्री जगेश देसाई) : आप बैठ जाइये ।

PROF. SOURENDRA BHATTACHARJEE: Mr. Vice-Chairman, Sir, since the hon. Minister dealt with the Metro project, I would request him to shed light on what action has been taken for the completion of the Circular Railway project in Calcutta.

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): He has already answered it.

PROF. SOURENDRA BHATTACHARJEE: He has already done it?

श्री हरि सिंह : मान्यवर, मेरा एक स्पष्टीकरण है ।

THE VICE-CHAIRMAN (SHRI JAGESH DESAI): We cannot allow everybody. (*Interruptions*). No. I cannot do anything.

श्री हरि सिंह : एवरेबडी का सवाल नहीं है । आप हम लोगों को इन्करेज नहीं कर रहे हैं ।

THE VICE-CHAIRMAN SHRI JAGESH DESAI): Now, we will take up the next item on the List of Business

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CENTRAL INDUSTRIAL SECURITY FORCE (AMENDMENT) BILL, 1988

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. CHIDAMBARAM): Mr. Vice-Chairman, Sir, I beg to move:

"That the Bill further to amend the Central Industrial Security Force Act, 1968, be taken into consideration."

In the context of the serious disturbances that took place in certain industrial areas in the early '60s, the need for creating an Industrial Security Force for the better protection of vital undertakings of the Central Government was keenly felt. Consequently, the Central Industrial Security Force was raised under the Central Industrial Security Force Act, 1968, for the better protection and security of the Central Government industrial undertakings.

With the growth of the force, the responsibilties of the Force also grew greatly in magnitude as well as complexity. In the year 1983, the Central Industrial Security Force Act was amended by Act 14 of 1983, whereby CISF was declared as an armed force of the Union and some additional powers of arrest in cognizable offences were given to make it a more effective instrument for providing security to vital industrial undertakings.

The responsibility of security coverage to vital undertakings increased manifold and today CISF has been deployed in 187 Government public sector undertakings spread all over the country. In view of the prevailing security environment in some parts o the country. CISFs hard-pressed to provide security not only to the installations of the undertakings but also to officers and workers engaged in running the public sector undertakings.

In the present Act, CISF has limited powers under section 11, sub-section 1, clause 3 of the CISF Act, where-under CISF can act only at the time of "imminent danger". With these provisions under the present Act, CISF cannot exercise the limited power of arrest under this section